



ANCIENT AVIATION?

In 1989, psychologist Dr Ruth Hover travelled to the temples and pyramids of Egypt. In the temple at Abydos, which supposedly dates to the time of Seti I, she photographed a beam where an overlaying panel bearing Egyptian hieroglyphs had crumbled and fallen away, revealing an older panel beneath it. The beam is set up high between two huge columns, about 20 feet off the floor by some estimates.

This older panel (below) contains carvings which many consider not to be of typical Egyptian style or origin. Many of the

depicted figures closely resemble modern-day military aircraft, and one has an uncanny similarity to the Apache attack helicopter.

From what we can gather, the Egyptian Government authorities have no comment on the claims. According to several reports, access to this area of the temple site has been cut off to visitors.

Modern aeroplanes, a helicopter, maybe an airship and a shuttle in Egyptian art? An ancient *Jane's* aviation catalogue?

A small model of a glider, estimated to be at least 4,000 years old, was found in

1898 in a tomb at Saqqara, and is now in the Cairo Museum. Its body is just over six inches long, and wingspan just over seven inches. Made of lightweight sycamore wood, the model reportedly could glide a short distance when thrown by hand.

Other model aircraft have been found in Egypt (dating to the third or fourth centuries BC) as well as in South America.

(Sources: Various, inc. *Ancient Skies*, Nov-Dec 1994. To check developments, we suggest you start at the following web site: http://www.in-search-of.com/frames/hamilton/ancientaircraft_nf.shtml)



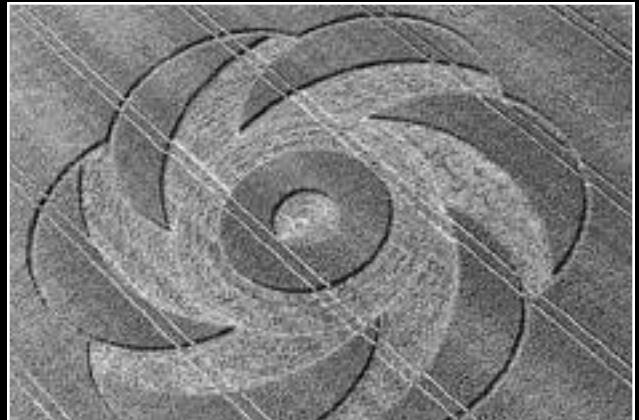
1997 CROP CIRCLES: A UK SAMPLING

A 100-foot-diameter formation appeared in an oilseed rape field near Stretall in Essex during Thursday/Friday morning 2 May.
Photograph by Steve Alexander ©1997

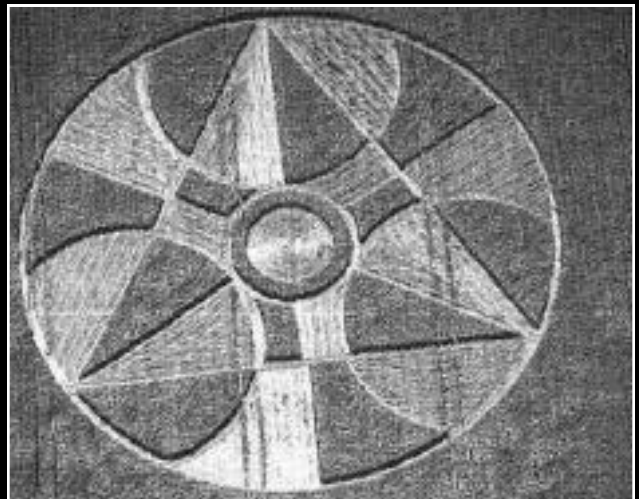


For the full picture (in colour) visit
www.marque.demon.co.uk/connector/1997.html

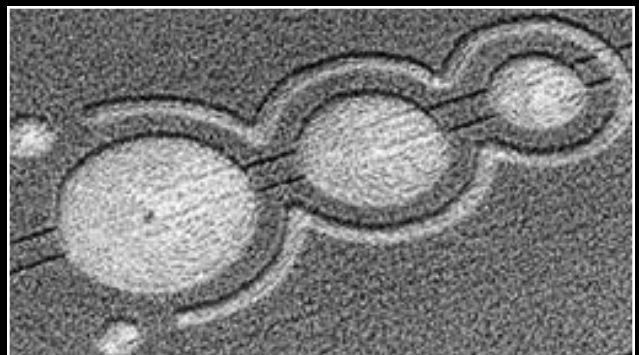
A 500-foot-long, hexagon-shaped formation was discovered in a barley field near Stonehenge on Monday 9 June by a local.
Photograph by Steve Alexander ©1997



A 160-foot-diameter, swirl-shaped formation was discovered in an oilseed rape field near Barbury Castle on Sunday 20 April.
Photograph by Lucy Pringle ©1997



A 150-foot-diameter formation was discovered in a barley field near Avebury on Sunday 1 June.
Photograph by Steve Alexander ©1997



A formation found near Eastleigh in Hampshire, first reported on Friday 4 July.
Photograph by Lucy Pringle ©1997

BACK-ENGINEERING ALIEN TECHNOLOGY

by Richard Boylan, Ph.D.

On the evening of 24 June 1997, on the *Nightline* program, Lt Colonel Philip J. Corso, US Army (Retired), contradicted the US Air Force's claims that aliens did *not* crash near Roswell in 1947.

Colonel Corso is a credible source because he was a Pentagon insider who claims he actually *saw* the alien bodies from a UFO crash near Roswell. More incredibly, he claims to have administered the distribution of alien technology to US companies who went on to develop devices such as the integrated circuit.

In late June 1997 Corso made public some startling revelations from his new book, *The Day After Roswell*, in an interview on NBC's *Dateline*.

Colonel Corso has an interesting military background. He was an intelligence officer on General Douglas MacArthur's staff during the Korean War and a member of President Eisenhower's National Security Council. He served as head of Foreign Technology in Army Research and Development at the Pentagon in the early 1960s, where he was in charge of the Roswell files and the cache of UFO parts and information which "an Army retrieval team...pulled out of the wreckage of a flying disc that had crashed outside the town of Roswell in the New Mexico desert in the early-morning darkness during the first week of July 1947". He retired from the Army in 1963 with 19 medals and ribbons; then served as national security specialist staff to US senators James Eastland and Strom Thurmond.

Colonel Corso tells that in July 1947 five extraterrestrials were found at a UFO crash site near Roswell. Two of them were still alive. The aliens were 4½ feet tall with greyish-brown skin, four-fingered hands and oversized, hairless head. One of the two survivors tried to run away and was shot by nervous soldiers. The other was still alive but dying when he arrived in the back of an Army truck at Roswell Army Air Field.

Corso was Post Duty Officer at Fort Riley, Kansas, on the night a shipment of Roswell artefacts arrived from Fort Bliss. Colonel Corso examined the shipment, which included one of the dead extraterrestrials preserved in a thick light-blue liquid. The shipment was destined for what is now

called Wright-Patterson Air Force Base, in Ohio. Corso speaks about serving in President Eisenhower's National Security Council, and seeing the memos about the Roswell incident and the "goods" retrieved from it.

The Colonel divulges how he spearheaded the Army's super-secret reverse-engineering project that "seeded" extraterrestrial technology at American corporations such as IBM, Hughes Aircraft, Bell Labs and Dow Corning—without their knowledge. He describes the devices found aboard the Roswell craft, and how they became the precursors for today's integrated circuit chips, fibre optics, lasers, night-vision equipment, super-tenacity fibres (such as Kevlar plastic armour), and classified discoveries such as psychotronic devices that can translate human thoughts into signals that control machinery, Stealth aircraft technology and "Star Wars" particle-beam devices.

He also discusses the role that extraterrestrial technology played in shaping geopolitical policy and events; in helping the United States surpass the Russians in space; in spurring elaborate military initiatives such as Strategic Defense Initiative (SDI) Star Wars projects, Project *Horizon* (to place a military base on the Moon), and HAARP; and ultimately in bringing about the end of the Cold War.

Colonel Corso also said that captured UFOs were/are kept at Norton, Edwards and Nellis (Area 51) Air Force bases. He said a UFO Working Group, that some call "MJ-12", was set up by President Truman in September 1947 and has been functioning ever since.

In the 1950s, he said, two prototypes of antigravity craft were constructed. Powered by crude human nuclear fission generators, they were inefficient and leaked radiation. He says that the Star Wars program was always primarily to prepare for war against the extraterrestrials in case of invasion.

(The following is an extract from an interview with

Retired Colonel Philip Corso by Michael Lindemann, as published in CNI News, vol. 3, no. 9, Part 2, 10 July 1997. Contact CNINews1@aol.com

ML: There have been rumours and speculations that Roswell, and what came from Roswell—the way we exploited Roswell technology—might not have been the very first time such a thing happened. There have even been indications or speculations that the Nazis had done such a thing, that some of their extraordinary technological developments may have come from a similar source. What do you think about that?

PC: Yes. True. I had German scientists on my team. I discussed this with them. I discussed this with Oberth and von Braun. I was part of Project *Paperclip* with General Trudeau... The Germans were working on it. They didn't solve the propulsion system. They did a lot of experiments on flying saucers. They had one that went up 12,000 feet. But where all, we and they, missed out was on the guidance system. In R&D we began to realise that this being was part of the guidance system, part of the apparatus himself—or itself, because it had no sexual organs. This is where most people missed out.

ML: Do you think, then, that if we are going to develop a way of interstellar travel, we will have to develop a similar relationship to our spacecraft?

PC: Man can't travel in space today. Those clones were created to travel in space, specifically. They can travel in space. Our muscles, our bones, our brain, can't take space travel, even today. We can't do it.



THE TWILIGHT ZONE

ML: We can do it to some extent.

PC: Well, when they go to *Mir*, they stay up there two or three months, and when they come off they have to be carried off. Their bones won't hold up. If they stayed a little longer, they'll never be able to walk. But the big thing that is not talked about is that the brain is affected up there.

ML: How is that?

PC: Gravity, radiation—it comes right through that ship. Look at Senator [John] Glenn. He saw "fireflies" coming through his capsule. They weren't fireflies, they were some kind of electromagnetic thing that came through there. Those [alien] beings are created specifically to travel in space...

A further glimpse into the military's secretive obsession with UFO technology is provided by Colonel Steve Wilson, US Air Force (Retired), former head of Project *Pounce*—an elite Air Force/National Reconnaissance Office (NRO) Special Forces unit which retrieves downed UFOs.

Colonel Wilson reports that "...the first successful US antigravity flight took place on 18 July 1971 at S-4, "Dreamland" [Area 51], wherein light-bending capabilities were also demonstrated to obtain total invisibilities.

Present at this flight were notables such as Admiral [Bobbie Ray] Inman [former National Security Agency director], who is now head of SAIC [Science Applications International, Inc.] in San Diego, California, which makes the antigravity drives."

Colonel Wilson also reveals that the recent announcement by Lockheed about an unmanned, short-winged, electric-propulsion reconnaissance unit, named "Dark Star", was actually a "cover" project. The exotic technology being concealed is the *real* Dark Star, designated the X-22A and manufactured by the Lockheed Skunk Works at Helendale, California. This Dark Star is an operational, two-man, wingless antigravity craft.

I saw this UFO-copycat antigravity craft in test flight at Area 51 in 1992. In flight, its metallic airframe is obscured by an intense bluish-white light which pulsates off and on at about two-second intervals. During the phase where the intense light is off, the craft frame disappears from optical view (and *not* just because its light is off); then the craft reappears horizontally, several hundred yards distant, in the lit mode.

Does that mean that this craft travels by small jumps through hyperspace? Gravity does bend space-time.

The US also flies discs which glow an intense golden-orange colour during flight. They are made by Northrop Aerospace at their secret facility northeast of Lancaster, California, where I saw them test-flown in 1992.

Colonel Wilson says the military began publicly flying their enormous "black triangle" antigravity craft, back-engineered from extraterrestrial craft, on 3 January 1994.

Several sources state that the McDonnell-Douglas, Lockheed-Martin and Northrop antigravity plants are connected underground—by a superfast tunnel shuttle

system—to Area 51 and other sensitive underground installations. Colonel Wilson says that the system, where magnetically levitated trains zip through almost-vacuum tubes, is called TAUSS—Trans-America Underground Subway System. The tunnels are excavated by nuclear subterrenes which can burn through rock, creating six miles of tunnel per day.

The Colonel also furnishes the answer to the mysterious black helicopters spotted around so-called cattle mutilation sites. These aren't your ordinary helicopters, but yet another US antigravity craft, designated the XH-75D or XH *Shark*, made by Teledyne Ryan Aeronautical Corporation of San Diego. He says that many of these XH-75Ds have been assigned to the Delta Force-NRO division which retrieves downed UFOs.

Finally, Colonel Wilson states that a super-secret mobile unit within Delta-NRO is deployed with "The Equalizer", an exotic-looking electromagnetic-pulse cannon, six feet long and one foot in diameter, mounted on a pedestal on the back of a military truck. It is reportedly used to shoot down UFOs using low-frequency pulsed microwave energy. The Equalizer is built by LTV, Ling-Temco-Vought, at Anaheim, California.

Pursuit of antigravity technology is international. Russia is reported to have its own antigravity vehicles. Paul Stonehill, a respected investigator of Russian ufology, reports that in April 1988 the Russians started using space-time-bending antigravity technology for time travel!

In June 1997 a Washington, DC-area intelligence "cut-out" (who has been quite reliable) passed on information that China has now acquired antigravity technology.

In addition, a world-class UFO/ET research professional has provided me with information that a renegade group in Japan also possesses antigravity technology.

He suggests that the possession of such extreme technology (which, besides ultrafast deployment, also involves radar and optical invisibility and, potentially, time travel capabilities), by a sometimes hostile Asian superpower, is destabilising the West's military edge.

(Source: Richard Boylan, Ph.D., website: www.ufonetwork.com/boylan/)

